


VESSEL NAME:	STENA CONQUEST
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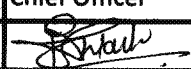


VOYAGE FROM:	AMSTERDAM (NETHERLANDS)	VOYAGE TO:	WILMINGTON-NC (USA)
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PASSAGE PLAN SUMMARY			
DISTANCE BERTH TO BERTH		PLANNED SPEED	13.0 Kt
Distance: Berth to Pilot Stn	13.8 Nm	Approx. time:	00 Days 01 Hours 43 min
Distance: Pilot to Pilot	3927.2 Nm	STEAMING TIME @ 13.0 KTS	12 Days 14 Hours 05 min
Distance: Pilot to Berth	35.7 Nm	Approx. time:	00 Days 05 Hours 57 min
ETD: indicate Time Zone [where applicable]	(UTC +2)	ETA: indicate Time Zone [where applicable]	(UTC -4)

PASSAGE PLAN PREPARED BY:

Navigator [Name]:	Inderpreet Singh Randhawa	Rank:	2nd Officer
Date:	10-Apr-14	Signature:	

PASSAGE PLAN SIGHTED BY:

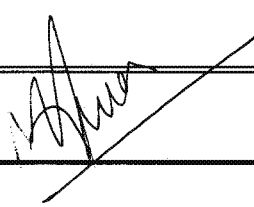
Name:	Rahul Naik	Rank:	Chief Officer
Date:	10-Apr-14	Signature:	
Name:	Manvir Matharu	Rank:	3rd Officer
Date:	10-Apr-14	Signature:	
Name:	Kunal Chopra	Rank:	Additional Chief officer
Date:	10-Apr-14	Signature:	
Name:		Rank:	OOW 3 [where applicable]
Date:		Signature:	

MASTER'S DECLARATION

This is to confirm that I have reviewed the Passage Plan and I am satisfied that it has been prepared using appropriate charts and publications for the areas concerned. I am further satisfied that the electronic systems have been programmed with relevant safety configurations for the areas concerned.

The Passage Plan includes evidence of compliance with the Company's Under-Keel Clearance [UKC] Policy.

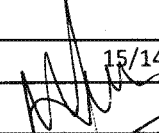
All intended Watchkeeping Officers have signed the Company and Master's Standing Orders.

Master [Name]:	Capt. Anwar Modak	Signature:	
Date:	10-Apr-14		

SECTION 2:

CHARTS AND PUBLICATIONS

ALL charts and publications to be used in association with this Passage Plan should be recorded below.

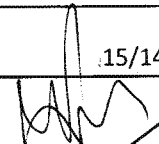
British Admiralty [BA] and other Paper charts - indicate appropriate Hydrographic Office	
BERTH TO PILOT STN	BA 124, 125.
PILOT TO PILOT	BA125,122,1630,1183,323,1892,536,1652,2450,2454,442,2565,2647,2655,2649,4103,4114,4407, 4403,2710,2684,3687,3688 Routeing chart - 5124(4) , 5500
PILOT TO BERTH	BA 3688.
Paper charts corrected to Admiralty Notices to Mariners - week no	15/14
Verified by the Master (initials req'd in box to right)	

ENC cells and RNC data - indicate appropriate Hydrographic Office	
BERTH TO PILOT STN	NA
PILOT TO PILOT	NA
PILOT TO BERTH	NA
Electronic charts corrected to Admiralty Notices to Mariners - week no	NA
Verified by the Master (initials req'd in box to right)	NA

The vessel is supplied with sufficient and adequate charts and ENC data for the intended voyage	YES
If 'No', the following ENC cells and /or paper charts are required	
ENC cells	NA
Paper charts	NA

Sailing Directions	NP 22,27,28,59,67,69,,70
Navigation Warnings for the vessel's intended Area[s] of Operation	MARKED ON THE CHART
Admiralty List of Radio Signals	VOL 1(1),1(2), 2, 3(1),3(2), 4, 5, ADIMARLTy DIGITAL RADIO SIGNALS VOL 6.
Admiralty List of Lights	ADMIRALTY DIGITAL LIST OF LIGHTS (ADLL)
Admiralty Tide Tables & Tidal Stream Atlas	ADMIRALTY TOTAL TIDE SOFTWARE - NP233,NP250,NP251
Guide to Port Entry	Volume 3 & 4
Local Publications	Agent Informations
Additional / Reference Publications	Distance Table, M004 Navigation Procedure Manual, Mariners Handbook, Bridge Procedure Guide, Nautical Almanac, SOLAS, MARPOL, Ships Routeing, Ocean Passages of the World.SFOPS24 -Company standing orders, Master's standing orders

Where the vessel is supplied with Admiralty Digital Publications [ADP]

ADP corrected to Admiralty Notices to Mariners - week no	15/14
Verified by the Master (initials req'd in box to right)	

SECTION 3a:

MANDATORY INFORMATION

The vessel's Navigator must ensure that the following information is included in all detailed sections of the Passage Plan, given at Sections 4, 5 and 6 below.

CONTENTS	Section 4	Section 5	Section 6
Waypoint numbers	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes
Waypoint position - Lat / Long or by Range and Bearing	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes
TRUE Course [e.g. 000° (T)]	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes
Voyage leg speed	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes
Voyage leg Distance and time to go [TTG] to next waypoint and total Distance and time to go [DTG]	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes
Methods for primary and secondary fixing of the vessel's position	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes
Position fixing frequency for each leg	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes
NAVTEX / VHF Channels to monitor	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes
VTS or other reporting points	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes
Arrival / Departure Draughts - fore, aft & amidships	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes
Company UKC policy forms SFOPS 62 & SFOPS 63	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes
Indication of the Bridge manning levels required [M004 - §2.1.1 or M101 - §2.2.1.1 - "Composition of Bridge Watches"]	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes
Time Zone	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> YES

SECTION 3b: ADDITIONAL INFORMATION - GENERAL

The following should be marked on the chart, if applicable where it enhances navigation: however, this should NOT obscure printed details or information on the chart. The Mariners Note function or MIO function on ECDIS should be used to place text notes on the ENC for reference.

On Paper charts "No-go areas" should be highlighted, but should be reserved for those areas where the attention of the navigator needs to be drawn to a danger such as shallow water or a wreck close to the course line. Extensive use of no-go areas should be discouraged. The area between the 0 metre and Safety Contour can be lightly hatched on ECDIS to also identify No-Go Areas.

No-go areas should not be permanently marked on paper charts as they vary with change of draught and tide.

ITEM	REMARKS: Additional information for execution and monitoring of the intended passage.	Checked
Temporary and Preliminary corrections ["Ts & Ps"] applied to charts in use	T & P's applied to voyage charts. Printed notices attached to charts. WEEK 15/14	<input checked="" type="checkbox"/>
Parallel Indexes - NOT to be taken from floating objects	Use PI whenever possible and as marked to keep vessel on charted track.	<input checked="" type="checkbox"/>
Chart changes	Marked on chart appropriately. Marked as NC.	<input checked="" type="checkbox"/>
Methods and frequency of position fixing	Marked on charts.	<input checked="" type="checkbox"/>
Voyage Past Track switched on (ECS)	NA. But switched on radar(s)	<input checked="" type="checkbox"/>
Prominent navigation and radar marks	Marked on Charts	<input checked="" type="checkbox"/>
No-Go Areas (Avoid excessive marking)	Marked on chart/ Keep clear of No-Go Areas.	<input checked="" type="checkbox"/>
Landfall targets and Lights	Take visual or radar bearings to verify ship's position.	<input checked="" type="checkbox"/>
Clearing lines and bearings	Obtain whenever possible.	<input checked="" type="checkbox"/>
Transits, heading marks and leading lines	Marked on Charts	<input checked="" type="checkbox"/>
Significant tides or current	Refer to attached sheet for tides & currents.	<input checked="" type="checkbox"/>
Safe speed and necessary speed alterations	Vsl to proceed on safe speed in High Traffic density Areas as per Master's Advice.	<input checked="" type="checkbox"/>
Changes in machinery status / Engines on Standby	As per masters advice. Change in E/Rm status to be logged in UMS Log.	<input checked="" type="checkbox"/>
Minimum Under Keel Clearance [UKC]	As per SFOPS 62 (Refer)	<input checked="" type="checkbox"/>
Air draught	See attached sheet.	<input checked="" type="checkbox"/>
Overhead clearance	As per Company Policy.(i.e.-atleast 3.0 mtrs.)	<input checked="" type="checkbox"/>
Positions where the echo sounder should be activated	Refer to Markings on Chart.	<input checked="" type="checkbox"/>

ITEM	REMARKS: Additional information for execution and monitoring of the intended passage.	Checked
Crossing and high density traffic areas	Keep sharp Lookout and ask for additional lookout if necessary. Advice engine room.	<input checked="" type="checkbox"/>
Safe distance off	As per masters advice.	<input checked="" type="checkbox"/>
Anchor clearance	As per masters advice.	<input checked="" type="checkbox"/>
Contingency Plans	As per masters advice. Marked on Charts appropriately.	<input checked="" type="checkbox"/>
Abort positions	Marked on chart appropriately.	<input checked="" type="checkbox"/>
Wheel Over Positions [WOPs]	Marked on chart appropriately.	<input checked="" type="checkbox"/>
IMO and other mandatory routeing schemes checked and followed where required	Yes	<input checked="" type="checkbox"/>
Mandatory tanker routeing schemes followed [where applicable]	Yes	<input checked="" type="checkbox"/>
VTs and Reporting points	Reporting as per attached sheet/ marked on charts appropriately.	<input checked="" type="checkbox"/>
Areas of Insurance Reporting Requirements for AWRP or IWL Breach.	NA	<input checked="" type="checkbox"/>

SECTION 3c: ADDITIONAL INFORMATION - PASSAGE PLAN SPECIFIC

ITEM	REMARKS: Additional information for execution and monitoring of the intended passage.	Checked
Master's instructions	Standing orders & Night orders to be read carefully.	<input checked="" type="checkbox"/>
Bridge Manning Levels (Marked on charts)	Bridge to be manned as per passage plan. (also refer to M004). Post additional lookouts when required	<input checked="" type="checkbox"/>
Hazards	Check nav warnings and mark hazards if found on chart	<input checked="" type="checkbox"/>
Weather / Climate, Tidal conditions	Weather System 'Orion' monitored along with Sat-C EGC reports.	<input checked="" type="checkbox"/>
Local Nav / Security warnings	Navtex and Sat-C EGC monitored .Piracy warnings to be checked regularly.	<input checked="" type="checkbox"/>
Crew calling points for Anti-Piracy watches / mooring stations	As per master's instructions	<input checked="" type="checkbox"/>
Security / Anti-Piracy factors	As per master's instructions	<input checked="" type="checkbox"/>
Clock Adjustment points	As per Masters advice	<input checked="" type="checkbox"/>
Alternate Anchor and Pilot Boarding Areas	As per instructions. Contingency Anchorage Marked on chart.	<input checked="" type="checkbox"/>
Contingency Plans	As per Masters advice	<input checked="" type="checkbox"/>
Port information	See Attached sheet, Consult Guide to Port Entry, Agent info, VRP,SMPEP readily available on Bridge & CCR	<input checked="" type="checkbox"/>
Sailing - Great Circle / Rhumb Line	Rhumb Line	<input checked="" type="checkbox"/>
Area Reporting Systems (e.g. AMVER)	Imuiden Approach/Port control,Scheveningen traffic , Mass approach ,Dover Coastgrad , Jobourg Traffic,Cape fear Pilots	<input checked="" type="checkbox"/>
Ballast Water exchange - limits marked on appropriate charts [where applicable]	N/A	<input checked="" type="checkbox"/>
Bunker Change over range (e.g. SECA) - limits marked on appropriate charts [where applicable]	Marked on chart. Engine room to be advised before entering and Leaving Seca Area.	<input checked="" type="checkbox"/>

SECTION 4: PASSAGE PLAN DETAILS - BERTH TO PILOT STATION:

SECTION 4: PASSAGE PLAN DETAILS - SERVICE VESSEL STATION							
DEPT. DRAUGHT:	FWD	11.10 m	AMIDSHIPS	11.10 m	AFT	11.10 m	
UKC REQUIRED [10 – 15% of max. draught]				As per SFOPS 62 (Refer)			
AIR DRAUGHT:	31.90 m	MIN. CLEARANCE [where applicable]		ATLEAST - 3.0 M			
SAFETY DEPTH:	14.00 m		SAFETY CONTOUR:	14.00 m		LOOK AHEAD TIME	5 Mins
REQUIRED BRIDGE MANNING FOR THIS SECTION				Master, Pilot, OOW, Helmsman, Extra Lookout when necessary			
PRE-DEPARTURE CHECKLIST AND MASTER /PILOT EXCHANGE [SFOPS 29] COMPLETED AND AVAILABLE							<input checked="" type="checkbox"/>

PASSAGE PLAN SUMMARY - BERTH TO PILOT STN

DIST: BERTH TO PILOT STN	13.8	PLANNED SPEED:	8.0 Kt	ESTIMATED STEAMING TIME	00 Days 01 Hours 43 min
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INSERT details below, adding lines as necessary

Way Point Name / No	Position						Planned Speed (kts)	Course (Deg.)	Leg Dist.	Time	Current Set & Rate	Min. charted depth	Pos'n Fix Freq.	Pos'n Fix Method	Remarks, Parallel Index Information and other relevant information
1 OIL TANKING	52	24.4	N	004	46.4	E					NIL	15.10 m	VC	V/R/GPS	Plot Vessel's position at regular intervals. Composition of Bridge Watch - Pilotage Ensure. Echo sounder ON and Keep Good check on UKC. Watch Helm Orders and same being executed. Keep clear of NO Go Areas. Various Radar conspicuous objects in vicinity Monitor Position carefully, Keep Good Record of all events. Comply BCL: 02/04/05 ENSURE SAFE PILOT BOARDING ARRANGEMENT, PLEASE FIND ATTACHED PILOT CARD, UKC CARD
2 AMERIKAHAVEN	52	24.75	N	004	46.5	E	2	9.9	0.4	00.2 Hrs	NIL	15.10 m	VC	V/R/GPS	Watch Helm Order/ UKC, Keep Clear of No Go Areas, Use P.I as marked on chart. Composition of Bridge Watch - Navigation in Pilotage Waters, Take Visual/radar bearings. Echo Sounder ON at all times
3 NOORDZEEKANAL	52	25.63	N	004	46.1	E	6	344.5	0.9	00.2 Hrs	NIL	15.10 m	VC	V/R/GPS	Watch Helm Order/ UKC, Keep Clear of No Go Areas, Use P.I as marked on chart. Composition of Bridge Watch - Navigation in Pilotage Waters, Take Visual/radar bearings. Echo Sounder ON at all times
4 NOORDZEEKANAL	52	26	N	004	43.3	E	8	282.2	1.8	00.2 Hrs	NIL	15.10 m	VC	V/R/GPS	Watch Helm Order/ UKC, Keep Clear of No Go Areas, Use P.I as marked on chart. Composition of Bridge Watch - Navigation in Pilotage Waters, Take Visual/radar bearings. Echo Sounder ON at all times

5	NOORDZEEKANAL	52	26.2	N	004	42.6	E	8	295.1	0.5	00.1 Hrs	NIL	15.00 m	VC	V/R/GPS	Close watch on UKC. Keep Clear of No Go Areas, Use P.I. Composition of Bridge watch-Navigation in Pilotage waters. Refer to tides and current tables and see chart for correct depths. Take Visual/radar/transit bearings. Close watch on Pilot orders. No Go Area outside fairway channel.
6	NOORDZEEKANAL	52	27.6	N	004	40	E	8	311.4	2.1	00.3 Hrs	NIL	15.00 m	VC	V/R/GPS	Watch Helm Order/ UKC, Keep Clear of No Go Areas, Use P.I as marked on chart.Composition of Bridge Watch - Navigation in Pilotage Waters ,Take Visual/radar bearings. Echo Sounder ON at all times
7	VELSEN-ZUID	52	27.8	N	004	39.1	E	8	290	0.6	00.1 Hrs	NIL	15.00 m	VC	V/R/GPS	Watch Helm Order/ UKC, Keep Clear of No Go Areas, Use P.I as marked on chart.Composition of Bridge Watch - Navigation in Pilotage Waters ,Take Visual/radar bearings. Echo Sounder ON at all times
8	VELSERKON	52	27.8	N	004	38	E	8	270	0.7	00.1 Hrs	NIL	15.00 m	VC	V/R/GPS	Watch Helm Order/ UKC, Keep Clear of No Go Areas, Use P.I as marked on chart.Composition of Bridge Watch - Navigation in Pilotage Waters ,Take Visual/radar bearings. Echo Sounder ON at all times
9	ENTERING LOCKS	52	28	N	004	37.3	E	6	295.1	0.5	00.1 Hrs	NIL	15.00 m	VC	V/R/GPS	Watch Helm Order/ UKC, Keep Clear of No Go Areas, Use P.I as marked on chart.Composition of Bridge Watch - Navigation in Pilotage Waters ,Take Visual/radar bearings. Echo Sounder ON at all times
10	DEPARTING LOCKS	52	28.2	N	004	35.3	E	2	279.3	1.2	00.6 Hrs	NIL	14.00 m	VC	V/R/GPS	Watch Helm Order/ UKC, Keep Clear of No Go Areas, Use P.I as marked on chart.Composition of Bridge Watch - Navigation in Pilotage Waters ,Take Visual/radar bearings. Echo Sounder ON at all times
11	BREAKWATER	52	27.9	N	004	33.2	E	8	256.8	1.3	00.2 Hrs	SEE ATTACHED	17.50 m	VC	V/R/GPS	Watch Helm Order/ UKC, Keep Clear of No Go Areas, Use P.I as marked on chart.Composition of Bridge Watch - Navigation in Pilotage Waters ,Take Visual/radar bearings. Echo Sounder ON at all times
12	PILOT STATION	52	28.5	N	004	27	E	8	279	3.8	00.5 Hrs	SEE ATTACHED	19.20 m	VC	V/R/GPS	Watch Helm Order/ UKC, Keep Clear of No Go Areas, Use P.I as marked on chart.Composition of Bridge Watch - Navigation in Pilotage Waters ,Take Visual/radar bearings. Echo Sounder ON at all times

SECTION 5: PASSAGE PLAN DETAILS - PILOT STATION TO PILOT STATION:

SECTION 5: PASSAGE PLAN DETAILS - FIRST PORTION TO FIRST OBSTACLE						
DEPT. DRAUGHT:	FWD	10.90 m	AMIDSHIPS	10.90 m	AFT	10.90 m
UKC REQUIRED				As per SFOPS 62 (Refer)		
AIR DRAUGHT:	32.10 m	MIN. CLEARANCE <i>[where applicable]</i>		ATLEAST - 3.0 M		
SAFETY DEPTH:	14.0 m	SAFETY CONTOUR:		20 m	LOOK AHEAD TIME	01.0 Hrs
REQUIRED BRIDGE MANNING FOR THIS SECTION				Master, OOW, Helmsman, Extra Lookout when necessary		

PASSAGE PLAN SUMMARY - PILOT STN TO PILOT STN

DIST: PILOT STN TO PILOT STN	3927.2 Nm	PLANNED SPEED:	13	ESTIMATED STEAMING TIME	12 Days 14 Hours 05 min
TIME ZONE FOR DEPARTURE	UTC+2.0	TIME ZONE FOR ARRIVAL	UTC -4.0	NO. OF TIME ZONE CHANGES	6

INSERT details below, adding lines as necessary

Way Point Name / No	Position						Planned Speed (kts)	Course (Deg.)	Leg Dist.	Time	Current Set & Rate	Min. charted depth	Pos'n Fix Freq.	Pos'n Fix Method	Remarks, Parallel Index Information and other relevant information
1 PILOT STATION	52	28.5	N	004	27	E					SEE ATTACHED	19.2 m	AS MARKED ON CHART	V/R/ GPS	Comply with Colregs and required BCL. Monitor UKC as marked on chart. Keep Clear of No Go Areas. Use P.I as marked on chart. Composition of Bridge watch - Navigation in Congested waters (refer to M004). Monitor Nav/ Met Warnings. Expected Variable Currents. Fix Vessel Position using Visual Nav aids and Radar range/ brg. Echo Sounder ON. Keep vessel inside the fairway channel. No go Area outside the fairway channel.
2 ARR SCHEVENINGN	52	11	N	004	12	E	13	207.7	19.8	01.5 Hrs	SEE ATTACHED	14.5 m	AS MARKED ON CHART	V/R/ GPS	Comply with Colregs and required BCL. Monitor UKC. Composition of Bridge watch -Navigation in Coastal / Congested waters. Fix Vessel Position as marked on chart. Position fixing at regular intervals. Take visual/radar/bearings Maintain sharp lookout. Use P.I as marked on the chart. Traffic center Scheveningen on VHF ch 21, mass approach on VHF ch 01
3 SCHEVENINGN	52	9.4	N	004	12	E	13	180	1.6	00.1 Hrs	SEE ATTACHED	17.9 m	AS MARKED ON CHART	V/R/ GPS	Comply with Colregs and required BCL. Monitor UKC. Composition of Bridge watch -Navigation in Coastal / Congested waters. Fix Vessel Position as marked on chart. Position fixing at regular intervals. Take visual/radar/bearings. Maintain sharp lookout. Use P.I as marked on the chart. Traffic center Scheveningen on VHF ch 21, mass approach on VHF ch 01
4 MASSGUEL	52	3.8	N	003	45	E	13	251.4	17.5	01.3 Hrs	SEE ATTACHED	17.6 m	AS MARKED ON CHART	V/R/ GPS	Comply with Colregs and required BCL. Monitor UKC. Composition of Bridge watch -Navigation in Coastal / Congested waters. Fix Vessel Position as marked on chart. Position fixing at regular intervals. Follow TSS. Take visual/radar/bearings. Maintain sharp lookout. Use P.I as marked on the chart. Mass approach on VHF ch 01
5 NORTH HINDER TSS	52	3	N	003	0	E	13	268.3	27.8	02.1 Hrs	SEE ATTACHED	19.4 m	AS MARKED ON CHART	V/R/ GPS	Comply with Colregs and required BCL. Monitor UKC. Composition of Bridge watch -Navigation in Coastal / Congested waters. Fix Vessel Position as marked on chart. Position fixing at regular intervals. Follow TSS. Take visual/radar/bearings. Maintain sharp lookout. Use P.I as marked on the chart. Mass approach on VHF ch 01

6 RACON T	52	0	N	002	45	E	13	252	9.7	00.7 Hrs	SEE ATTACHED	21.0 m	AS MARKED ON CHART	V/R/ GPS	Comply with Colregs and required BCL. Monitor UKC. Composition of Bridge watch -Navigation in Coastal / Congested waters. Fix Vessel Position as marked on chart. Position fixing at regular intervals. Take visual/radar/bearings .Follow TSS.Maintain sharp lookout.Use P.I as marked on the chart.Mass approach on VHF ch 01
7 E OF FALLS HEAD	51	29	N	002	0	E	13	222	41.7	03.2 Hrs	SEE ATTACHED	28.5 m	AS MARKED ON CHART	V/R/ GPS	Comply with Colregs and required BCL. Monitor UKC. Composition of Bridge watch -Navigation in Coastal / Congested waters. Fix Vessel Position as marked on chart. Position fixing at regular intervals. Take visual/radar/bearings .Follow TSS.Maintain sharp lookout.Use P.I as marked on the chart.Dover coastgurad on VHF ch 11.
8 RACON M	51	15	N	001	48	E	13	208.2	15.9	01.2 Hrs	SEE ATTACHED	29.0 m	AS MARKED ON CHART	V/R/ GPS	Comply with Colregs and required BCL. Monitor UKC. Composition of Bridge watch -Navigation in Coastal / Congested waters. Fix Vessel Position as marked on chart. Position fixing at regular intervals. Take visual/radar/bearings .Follow TSS.Maintain sharp lookout.Use P.I as marked on the chart.Dover coastgurad on VHF ch 11.
9 VARNE LT BOUY	51	0	N	001	20	E	13	229.6	23.1	01.8 Hrs	SEE ATTACHED	22.0 m	AS MARKED ON CHART	V/R/ GPS	Comply with Colregs and required BCL. Monitor UKC. Composition of Bridge watch -Navigation in Coastal / Congested waters. Fix Vessel Position as marked on chart. Position fixing at regular intervals. Take visual/radar/bearings .Follow TSS.Maintain sharp lookout.Use P.I as marked on the chart.Dover coastgurad on VHF ch 11.
10 DOVER TSS	50	35	N	000	30	E	13	231.7	40.4	03.1 Hrs	SEE ATTACHED	21.0 m	AS MARKED ON CHART	V/R/ GPS	Comply with Colregs and required BCL. Monitor UKC. Composition of Bridge watch -Navigation in Coastal / Congested waters. Fix Vessel Position as marked on chart. Position fixing at regular intervals. Take visual/radar/bearings .Follow TSS.Maintain sharp lookout.Use P.I as marked on the chart.Dover coastgurad on VHF ch 11.
11 FIRING EXCERCISE AREA	49	53	N	003	40	W	13	255.3	165.8	12.8 Hrs	SEE ATTACHED	30.0 m	AS MARKED ON CHART	V/R/ GPS	Comply with Colregs and required BCL. Monitor UKC. Composition of Bridge watch -Navigation in Coastal waters. Fix Vessel Position as marked on chart. Position fixing at regular intervals.Follow TSS. Maintain sharp lookout.Use P.I as marked on the chart.Joboug traffic on VHF Ch 13.

12 western Approaches	49	20	N	006	0	W	13	250.1	96.8	07.4 Hrs	SEE ATTACHED	55.0 m	AS MARKED ON CHART	R/ GPS	Comply with Colregs and required BCL. Monitor UKC. Composition of Bridge watch -Navigation in Coastal waters. Fix Vessel Position as marked on chart. Position fixing at regular intervals. Maintain sharp lookout.Use P.I as marked on the chart.
13 NEW FOUNDLAND BASIN	40	8	N	039	32	W	13	248.9	1532.5	117.9 Hrs	NE x 1.0	98.0 m	AS MARKED ON CHART	GPS/C	Comply with Colregs and required BCL. Keep Clear of No Go Areas. Composition of Bridge watch - Navigation in Deep Sea. Monitor Nav/ Met Warnings . Fix Vessel Position as marked on chart. Sharp lookout.
14 S OF CAPE FEAR	33	15	N	078	0	W	13	257.5	1901.8	146.3 Hrs	NE x 2.0	23.6 m	AS MARKED ON CHART	GPS/C	Comply with Colregs and required BCL. Keep Clear of No Go Areas. Composition of Bridge watch - Navigation in Deep Sea. Monitor Nav/ Met Warnings . Fix Vessel Position as marked on chart. Sharp lookout.
15 APPROACHING TSS	33	30	N	078	8	W	13	335.9	16.4	01.3 Hrs	SEE ATTACHED	21.3 m	AS MARKED ON CHART	V/R/ GPS	Comply with Colregs and required BCL. Monitor UKC. Composition of Bridge watch -Navigation in Coastal waters. Fix Vessel Position as marked on chart. Position fixing at regular intervals. Maintain sharp lookout.Use P.I as marked on the chart.CAPE FEAR PILOTS ON VHF CH 12/16.
16 PILOT STATION	33	46	N	078	3.8	W	8	12.4	16.4	02.1 Hrs	SEE ATTACHED	13.7 m	AS MARKED ON CHART	V/R/ GPS	Plot Vessel's position at regular intervals.Composition of Bridge Watch – Navigation in Congested waters. Ensure.Echo sounder ON and Keep Good check on UKC.Watch Helm Orders and same being executed. Keep clear of NO Go Areas. Various Radar conspicuous objects in vicinity Monitor Position carefully , Keep Good Record of all events .Comply BCL: 03/05 ENSURE SAFE PILOT BOARDING ARRANGEMENT , PLEASE FIND ATTACHED PILOT CARD , UKC CARD

SECTION 6: PASSAGE PLAN DETAILS - PILOT STATION TO BERTH:

DEPT. DRAUGHT:	FWD	10.95 m	AMIDSHIPS	10.95 m	AFT	10.95 m
UKC REQUIRED [10 – 15% of max. draught]				As per SFOPS 62 (Refer)		
AIR DRAUGHT:	32.05 m	MIN. CLEARANCE [where applicable]		ATLEAST - 3.0 M		
SAFETY DEPTH:	14.00 m	SAFETY CONTOUR:		14.00 m	LOOK AHEAD TIME	5 Mins
REQUIRED BRIDGE MANNING FOR THIS SECTION				Master, Pilot, OOW, Helmsman,Extra Lookout when necessary		
PRE-ARRIVAL CHECKLIST AND MASTER / PILOT EXCHANGE [SFOPS 29] COMPLETED AND AVAILABLE						<input type="checkbox"/>
BRIDGE CHECK LIST BCL 19 - MOORING ARRANGEMENT CARD - DISCUSSED AND AGREED WITH THE MASTER AND PILOT						<input type="checkbox"/>

PASSAGE PLAN SUMMARY - PILOT STN TO BERTH

DIST: PILOT STN TO BERTH	35.7 Nm	PLANNED SPEED:	6.0 Kt	ESTIMATED STEAMING TIME	00 Days 05 Hours 57 min
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INSERT details below, adding lines as necessary

Way Point Name / No	Position						Planned Speed (kts)	Course (Deg.)	Leg Dist.	Time	Current Set & Rate	Min. charted depth	Pos'n Fix Freq.	Pos'n Fix Method	Remarks, Parallel Index Information and other relevant information
1 PILOT STATION	33	46	N	78	3.8	W	6			00.0 Hrs	SEE ATTACHED	12.80 m	VC	V/R/GPS	Plot Vessel's position at regular intervals. Composition of Bridge Watch – Navigation in Pilotage waters. Ensure Echo sounder ON and Keep Good check on UKC. Watch Helm Orders and same being executed. Keep clear of NO Go Areas. Various Radar conspicuous objects in vicinity. Monitor Position carefully. Keep Good Record of all events. Comply BCL: 04/05 ENSURE SAFE PILOT BOARDING ARRANGEMENT, PLEASE FIND ATTACHED PILOT CARD, UKC CARD
2 RACON C	33	46.5	N	78	2.95	W	6	54.8	0.9	00.2 Hrs	SEE ATTACHED	12.80 m	VC	V/R/GPS	Watch Helm Order/ UKC, Keep Clear of No Go Areas, Use P.I as marked on chart. Composition of Bridge Watch - Navigation in Pilotage Waters, Take Visual/radar bearings. Echo Sounder ON at all times
3 BALD SHOAL REACH 2	33	51.2	N	78	1.5	W	6	14.4	4.9	00.8 Hrs	SEE ATTACHED	13.41 m	VC	V/R/GPS	Watch Helm Order/ UKC, Keep Clear of No Go Areas, Use P.I as marked on chart. Composition of Bridge Watch - Navigation in Pilotage Waters, Take Visual/radar bearings. Echo Sounder ON at all times
4 BALD SHOAL REACH 1	33	51.81	N	78	1.1	W	6	28.7	0.7	00.1 Hrs	SEE ATTACHED	13.41 m	VC	V/R/GPS	Watch Helm Order/ UKC, Keep Clear of No Go Areas, Use P.I as marked on chart. Composition of Bridge Watch - Navigation in Pilotage Waters, Take Visual/radar bearings. Echo Sounder ON at all times

5	SMITH ISLAND RANGE	33	52.35	N	78	0.5	W	6	42.8	0.7	00.1 Hrs	SEE ATTACHED	13.41 m	VC	V/R/GPS	Watch Helm Order/ UKC, Keep Clear of No Go Areas, Use P.I as marked on chart.Composition of Bridge Watch - Navigation in Pilotage Waters ,Take Visual/radar bearings. Echo Sounder ON at all times
6	BALD HEAD CASWELL	33	53.23	N	78	0.35	W	6	8.1	0.9	00.2 Hrs	SEE ATTACHED	13.41 m	VC	V/R/GPS	Watch Helm Order/ UKC, Keep Clear of No Go Areas, Use P.I as marked on chart.Composition of Bridge Watch - Navigation in Pilotage Waters ,Take Visual/radar bearings. Echo Sounder ON at all times
7	BALD HEAD CASWELL	33	53.55	N	78	5	W	6	274.7	3.9	00.7 Hrs	SEE ATTACHED	13.41 m	VC	V/R/GPS	Watch Helm Order/ UKC, Keep Clear of No Go Areas, Use P.I as marked on chart.Composition of Bridge Watch - Navigation in Pilotage Waters ,Take Visual/radar bearings. Echo Sounder ON at all times
8	SOUTHPORT CHANNEL	33	54.2	N	78	1.18	W	6	78.5	3.3	00.6 Hrs	SEE ATTACHED	13.41 m	VC	V/R/GPS	Watch Helm Order/ UKC, Keep Clear of No Go Areas, Use P.I as marked on chart.Composition of Bridge Watch - Navigation in Pilotage Waters ,Take Visual/radar bearings. Echo Sounder ON at all times
9	BATTERY ISLAND CHANNEL	33	54.6	N	78	1.2	W	6	357.6	0.4	00.1 Hrs	SEE ATTACHED	13.41 m	VC	V/R/GPS	Watch Helm Order/ UKC, Keep Clear of No Go Areas, Use P.I as marked on chart.Composition of Bridge Watch - Navigation in Pilotage Waters ,Take Visual/radar bearings. Echo Sounder ON at all times
10	LOWER SWASH CHANNEL	33	55.5	N	77	59.7	W	6	54.3	1.5	00.3 Hrs	SEE ATTACHED	12.80 m	VC	V/R/GPS	Watch Helm Order/ UKC, Keep Clear of No Go Areas, Use P.I as marked on chart.Composition of Bridge Watch - Navigation in Pilotage Waters ,Take Visual/radar bearings. Echo Sounder ON at all times
11	SNOWS MARSH CHANNEL	33	57.32	N	77	57.4	W	6	46.5	2.6	00.4 Hrs	SEE ATTACHED	12.80 m	VC	V/R/GPS	Watch Helm Order/ UKC, Keep Clear of No Go Areas, Use P.I as marked on chart.Composition of Bridge Watch - Navigation in Pilotage Waters ,Take Visual/radar bearings. Echo Sounder ON at all times
12	HORSHSHOE CHANNEL	33	58.25	N	77	56.9	W	6	24.1	1	00.2 Hrs	SEE ATTACHED	12.80 m	VC	V/R/GPS	Watch Helm Order/ UKC, Keep Clear of No Go Areas, Use P.I as marked on chart.Composition of Bridge Watch - Navigation in Pilotage Waters ,Take Visual/radar bearings. Echo Sounder ON at all times
13	MIDNIGHT CHANNEL	33	59.28	N	77	56.8	W	6	4.6	1	00.2 Hrs	SEE ATTACHED	12.80 m	VC	V/R/GPS	Watch Helm Order/ UKC, Keep Clear of No Go Areas, Use P.I as marked on chart.Composition of Bridge Watch - Navigation in Pilotage Waters ,Take Visual/radar bearings. Echo Sounder ON at all times
14	MIDNIGHT CHANNEL	34	0.65	N	77	56.38	W	6	14.3	1.4	00.2 Hrs	SEE ATTACHED	12.80 m	VC	V/R/GPS	Watch Helm Order/ UKC, Keep Clear of No Go Areas, Use P.I as marked on chart.Composition of Bridge Watch - Navigation in Pilotage Waters ,Take Visual/radar bearings. Echo Sounder ON at all times

15	LOWER LILLIPUT RANGE	34	3	N	77	56.4	W	6	359.6	2.4	00.4 Hrs	SEE ATTACHED	12.80 m	VC	V/R/GPS	Watch Helm Order/ UKC, Keep Clear of No Go Areas, Use P.I as marked on chart. Composition of Bridge Watch - Navigation in Pilotage Waters ,Take Visual/radar bearings. Echo Sounder ON at all times
16	UPPER LILLIPUT RANGE	34	4.62	N	77	56	W	6	11.6	1.7	00.3 Hrs	SEE ATTACHED	12.80 m	VC	V/R/GPS	Watch Helm Order/ UKC, Keep Clear of No Go Areas, Use P.I as marked on chart. Composition of Bridge Watch - Navigation in Pilotage Waters ,Take Visual/radar bearings. Echo Sounder ON at all times
17	KEG ISLAND	34	6.25	N	77	56.2	W	6	354.2	1.6	00.3 Hrs	SEE ATTACHED	12.80 m	VC	V/R/GPS	Watch Helm Order/ UKC, Keep Clear of No Go Areas, Use P.I as marked on chart. Composition of Bridge Watch - Navigation in Pilotage Waters ,Take Visual/radar bearings. Echo Sounder ON at all times
18	CAMPBELL ISLAND	34	7.54	N	77	56.1	W	6	3.7	1.3	00.2 Hrs	SEE ATTACHED	12.80 m	VC	V/R/GPS	Watch Helm Order/ UKC, Keep Clear of No Go Areas, Use P.I as marked on chart. Composition of Bridge Watch - Navigation in Pilotage Waters ,Take Visual/radar bearings. Echo Sounder ON at all times
19	BIG ISLAND LOWER RANGE	34	8.1	N	77	56.47	W	6	331.2	0.6	00.1 Hrs	SEE ATTACHED	12.80 m	VC	V/R/GPS	Watch Helm Order/ UKC, Keep Clear of No Go Areas, Use P.I as marked on chart. Composition of Bridge Watch - Navigation in Pilotage Waters ,Take Visual/radar bearings. Echo Sounder ON at all times
20	BIG ISLAND UPPER RANGE	34	8.4	N	77	56.95	W	6	306.9	0.5	00.1 Hrs	SEE ATTACHED	12.80 m	VC	V/R/GPS	Watch Helm Order/ UKC, Keep Clear of No Go Areas, Use P.I as marked on chart. Composition of Bridge Watch - Navigation in Pilotage Waters ,Take Visual/radar bearings. Echo Sounder ON at all times
21	LOWER BRUNSWICK	34	9.7	N	77	57.7	W	6	334.4	1.4	00.2 Hrs	SEE ATTACHED	12.80 m	VC	V/R/GPS	Watch Helm Order/ UKC, Keep Clear of No Go Areas, Use P.I as marked on chart. Composition of Bridge Watch - Navigation in Pilotage Waters ,Take Visual/radar bearings. Echo Sounder ON at all times
22	UPPER BRUNSWICK	34	10.45	N	77	57.5	W	6	12.5	0.8	00.1 Hrs	SEE ATTACHED	12.80 m	VC	V/R/GPS	Watch Helm Order/ UKC, Keep Clear of No Go Areas, Use P.I as marked on chart. Composition of Bridge Watch - Navigation in Pilotage Waters ,Take Visual/radar bearings. Echo Sounder ON at all times
23	CONTAINER TERMINAL	34	11.7	N	77	57.4	W	6	3.8	1.3	00.2 Hrs	SEE ATTACHED	12.80 m	VC	V/R/GPS	Watch Helm Order/ UKC, Keep Clear of No Go Areas, Use P.I as marked on chart. Composition of Bridge Watch - Navigation in Pilotage Waters ,Take Visual/radar bearings. Echo Sounder ON at all times
24	LOWER ANCHORAGE BASIN	34	12.4	N	77	57.45	W	6	356.6	0.7	00.1 Hrs	SEE ATTACHED	12.80 m	VC	V/R/GPS	Watch Helm Order/ UKC, Keep Clear of No Go Areas, Use P.I as marked on chart. Composition of Bridge Watch - Navigation in Pilotage Waters ,Take Visual/radar bearings. Echo Sounder ON at all times
25	BERTH	34	12.6	N	77	57.32	W	6	28.4	0.2	00.0 Hrs	SEE ATTACHED	12.80 m	VC	V/R/GPS	Vessel all fast at berth. Secure bridge and GMDSS equipments before leaving.